

Project: Orford  
Project Number: 41390

Br. No. 219/112  
NH 25A over Baker Pond Brook

PI Meeting Notes  
July 28, 2021

Public Informational Meeting  
Date of Meeting: July 27, 2021  
Location:  
Orford Town Office  
2529 Route 25A  
Orford, NH 03777

Poster:



Orford 41390  
Notice of Public Inf See Attached

New Hampshire Department of Transportation (NHDOT) Representatives:  
In-House Design Chief: David L. Scott, PE (Virtual)  
Senior Project Engineer: Bill P. Saffian, PE (In-Person)  
Design Engineer: Chelsea K. Noyes (In-Person)

McFarland Johnson Representatives:  
Samuel I. White, PE (In-Person)  
Christine J. Perron (Virtual)  
Joshua A. Lund, PE (Virtual)  
Stephen Hoffmann (Virtual)

In Person Attendees:  
John Adams – Town of Orford – Selectmen  
P. Chase Kling – Town of Orford – Selectmen  
Susan Kling  
Porter Miller – Camp Moosilauke  
Heide Miller – Camp Moosilauke

Virtual Attendees:  
Bob Giuda – State Senator for Orford  
Chris Turgeon – NHDOT – District  
Alex Nuti-de Biasi – Journal Opinion

The presentation of NHDOT project 41390 was conducted as a Public Informational Meeting.

Presentation:



Orford 41390 -  
Public Informational See attached

B. Saffian opened the meeting by briefly introducing the project which will address the redlisted bridge Orford 219/112 located on NH Route 25A over Baker Pond Brook.

Next B. Saffian discussed the Zoom meeting protocols for those who joined the meeting virtually. Instructions were provided for people using the Zoom meeting link and those calling in to be allowed to ask questions at the end of the presentation.

B. Saffian then introduced the panelists from NHDOT and McFarland Johnson and turned the presentation over to S. White.

S. White started by introducing the agenda for the presentation which included a summary of the 40366 project previously presented to the public, discussion of the 41390 project, which would be the primary focus of the meeting, discussion of construction alternatives, traffic control, natural/cultural resources and the anticipated project schedule. The location of each project was then discussed including where in Orford the bridges are located and their proximity to one another. Additionally, S. White pointed out the location of the Appalachian Trail and noted that hikers must cross the bridge impacted by 41390 in order to continue north along the trail.

A brief summary of the Orford 40366 project was provided. The project will address the redlisted bridge Orford 217/112 which is located on NH 25A over Brackett Brook. The conclusion of the public outreach for that project was that the Orford Select Board preferred phased construction over ABC to avoid closing NH 25A and implementing a 38 mile detour.

To open the discussion of the Orford 41390 project the existing conditions of the bridge, Orford 219/112, were discussed. The structure was built in 1929 and widened in 1980 and sees around 800 cars per day with 9% trucks. S. White noted the current poor condition of three parts of the bridge: Deck, Superstructure and Substructure, which are all rated as 4 (Poor), on a scale of 1 (failing) to 9 (new bridge). As the structure was placed on the State Redlist in 2016. Photos were shown to demonstrate the structure's condition and to show how the narrow opening of the existing structure is impacting the geomorphic compatibility with the site. Additional photos were shown to identify important site conditions including the location of the gravel parking area and potential conflict with overhead utilities.

S. White continued the presentation with the purpose and need of the project and the proposed replacement structure. There are three major goals of the project: remove the structure from the State Redlist, raise the bridge above the flood elevation, and improve the geomorphic conditions of the structure. To achieve this, two alternative superstructures are being considered: precast pre-stressed concrete slab beams and steel girders with reinforced concrete deck (IB-C). It was noted

that either option will result in a roadway profile increase of between 4ft and 5ft-3in with the IB-C resulting in the larger increase. The new bridge will have a larger span, around 40ft, while maintaining the existing roadway width of 32ft (11ft lanes with 5ft shoulders) from face of rail to face of rail. The project will not address the larger issue of flooding along the NH 25A roadway in the vicinity of the bridge.

After discussing the proposed bridge S. White addressed the construction alternatives and traffic control. Accelerated bridge construction had been investigated for the 40366 and 41390 projects, but will not be pursued after feedback from the Select Board and public. Therefore the purposed construction method for this project is phased construction which will require one lane of alternating two way traffic controlled by signals. A cross-section was shown of the phased construction showing the existing structure and the installation of the new structure. S. White noted that in order to accomplish the replacement, a 3ft centerline shift to the north will be required and also pointed out the relative change in deck surface elevation between the existing and proposed structures. As part of the traffic control on the 41390 project, pedestrian access for the Appalachian Trail will be maintained. Methods to do this include an on-demand pedestrian signal phase, pedestrian bridge, or fording site adjacent to the construction. S. White then noted that coordination with NH and Federal agencies regarding the trail is ongoing.

S. White introduced C. Perron to discuss the environmental coordination for the project. She discussed the existing stream conditions and noted that Baker Pond Brook is an outstanding resources water and a major impact wetlands permit will be required. She then discussed the historic resources at the site including that the bridge is not eligible for the National Register due to the widening that occurred in 1980. However, it was noted that additional investigation of the site around the bridge is still needed. C. Perron then noted that the bridge is located in a flood plain and that the project will likely require mitigation for the impacts caused by the work. Lastly she discussed the cultural resource process and how members of the public can get involved both informally and formally and provided contact information for those that may be interested. C. Perron then turned the presentation back over to S. White.

S. White wrapped up the presentation by summarizing the project development and construction schedule, input being sought from the public (see presentation for list), and provided the contact information for In-House Design Chief David Scott for questions that may arise after the meeting. The floor was then opened to public questions and comments.

Camp Owner (Porter) expressed concern over the fact that the project will replace the bridge without resolving the flooding that frequently occurs on 25A.

B. Saffian responded that the focus of the project is on the bridge and that the Department is doing what is necessary to make the structure as compliant with Department of Environmental Services (DES) stream crossing rules as possible while also providing a structure that is not prone to damage from flooding. The project budget does not provide for addressing the roadway flooding issue. S. White also noted that the bridge is located in a unique situation between two ponds that have very little elevation difference that join together to create one large flood plain during flood events.

Selectman Kling expressed that he understands the Camp Owners concerns. He noted that the major concern with the flooding is access by people, fire emergency services, and police getting from one place to another.

Camp Owner (Porter) asked what the bridge design is based on for flooding concerns.

B. Saffian indicated that hydrologically it is based on historical data for the 100 year flood and the current hydraulic design standards/methods including a 2D hydraulic analysis.

Selectman Kling asked if the bridge is not the cause of the flooding, will the replacement bridge still help relieve some of the flooding?

B. Saffian and S. White discussed the unique situation at this location and indicated that the larger replacement bridge span will not prevent area flooding adjacent to NH 25A.

Selectman Kling asked who should be contacted about the other flooding problems.

B. Saffian indicated that he would get back to them with the answer about this.

Camp Owner (Heide) asked who is responsible for the dam at the outlet of Lower Baker Pond.

B. Saffian stated that the New Hampshire Department of Environmental Services (DES) is responsible for the dam.

Camp Owner (Heide) asked if the dam can be improved to better address the flooding along NH 25A.

B. Saffian indicated that he couldn't comment as it is outside of his specialty.

Camp Owner (Heide) asked if the lights for the traffic control could be moved to the top of the hill on the west side of the 40633 project as vehicles tend to speed down it and they might struggle to stop at the bottom where the light is currently shown.

B. Saffian and S. White indicated that the positioning of the lights is not final and we will evaluate their position as the project progresses. B. Saffian also noted that there will be advanced warning signs to assist drivers entering the work zone.

Camp Owner (Porter) noted that there are a large number of trucks, specifically large commercial supply trucks, that use this road and expressed concern about traffic coming to and from the camp.

B. Saffian noted we will be looking at what is need to warn drivers and conduct traffic control through both project work zones. As for traffic entering 25A, the Department will evaluate if additional lights should be placed at Upper Baker Pond Road and the Camp entrance road.

B. Saffian asked the Camp Owners if there are specific days that there is extra traffic.

Camp Owners noted that pick up and drop off of campers are the busiest days. However, there are other large vehicles frequently coming in and out such as delivery vehicles.

A resident noted that trucks can be very dangerous during winter months. She expressed concern that trucks going uphill from a full stop could struggle and slide back causing a dangerous situation during winter conditions. Trucks coming down hill in the winter gain speed and currently struggle to stop. She also noted that it does snow in April and May as well as October and November. She also noted that there have been accidents on the road when trucks lose control coming down the hill.

Selectman Kling noted speed and ice concerns are common on this road and winter for them lasts from October 15<sup>th</sup> to May 15<sup>th</sup> (sometimes longer).

Camp Owner (Heide) asked how long construction would last.

B. Saffian responded that currently 9 months is anticipated.

Camp Owner (Heide) noted that this would impact the spring and summer (which is when they are active) and asked for clarification about work being done in 2026.

B. Saffian indicated that currently the proposed work on the bridge is anticipated to be completed in 2025 and final landscaping and paving would likely be done in 2026.

Selectman Kling asked where equipment will be stored. He noted that work being done near his home has had a lot of equipment and noise around the construction zone.

B. Saffian noted that some equipment will be stored behind the traffic barrier within the work zone. Any additional storage, outside of the State Right-Of-Way (ROW), is up to the contractor to arrange and they may approach the local landowners to negotiate use of their property. He mentioned that if the Department needs access to property for the project, then formal easements will be acquired.

Camp Owner (Heide) asked if easements will be needed for this project considering the 3ft shift in the alignment.

S. White indicated that some permanent easements may be needed for the slopes on the north side of the project, but are anticipated to be very small.

Selectman Kling asked what the ROW width is at this location.

S. White noted that it is approximately 66ft wide (33ft either direction from the center of NH 25A).

Camp Owner (Heide) noted that there is a Historic House located near the 40366 project.



## **NOTICE OF PUBLIC INFORMATIONAL MEETING**

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**THIS MEETING WILL BE HELD TO DISCUSS THE PLANNED BRIDGE REPLACEMENT OF THE BRIDGE CARRYING NH 25A OVER BAKER POND BROOK.**

**ORFORD TOWN OFFICE  
2529 ROUTE 25A  
TUESDAY, JULY 27, 2021  
6:00 PM**

Arrangements have been made by the Department to hold a Public Informational Meeting to discuss the planned bridge replacement of the redlisted bridge carrying NH 25A over Baker Pond Brook in Orford. The presentation will include bridge replacement options, changes to the roadway alignment and profile, construction duration, anticipated impacts to traffic, Appalachian Trail access and coordination with project 40366 which will replace the redlisted bridge carrying NH 25A over Brackett Brook.

The purpose of this meeting is to present citizens with information regarding the proposed project and to solicit public input in order to ensure that project decisions meet public transportation needs, community goals, and protect and enhance the environment. Accordingly, NHDOT assures that this project will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and all related statutes to ensure nondiscrimination.

**THE PUBLIC IS INVITED AND ENCOURAGED TO PARTICIPATE**

**ORFORD  
41390**



Orford 41390 – Bridge 219/112 – NH Route 25A over Baker Pond Brook

Public Information Meeting

July 27, 2021

# Zoom Meeting Protocols:

- There will be an opportunity to ask questions and/or provide comments after the presentation.
- If you are using Zoom, you can use the “raise your hand” feature OR type your questions ahead of time using the “Q&A” feature located at the bottom of your screen.
- Individuals who are joining us via telephone can press \*9 to indicate that you wish to speak. You will be notified when your audio is connected; at that time, please state your name before asking your question or stating your concern

# IN PERSON PRESENTERS

Bill Saffian, DOT Senior Project Engineer – Project Introduction

Sam White, McFarland Johnson – Design Alternatives

Chelsea Noyes, DOT Design Engineer – Support Attendee

# REMOTE PANELISTS

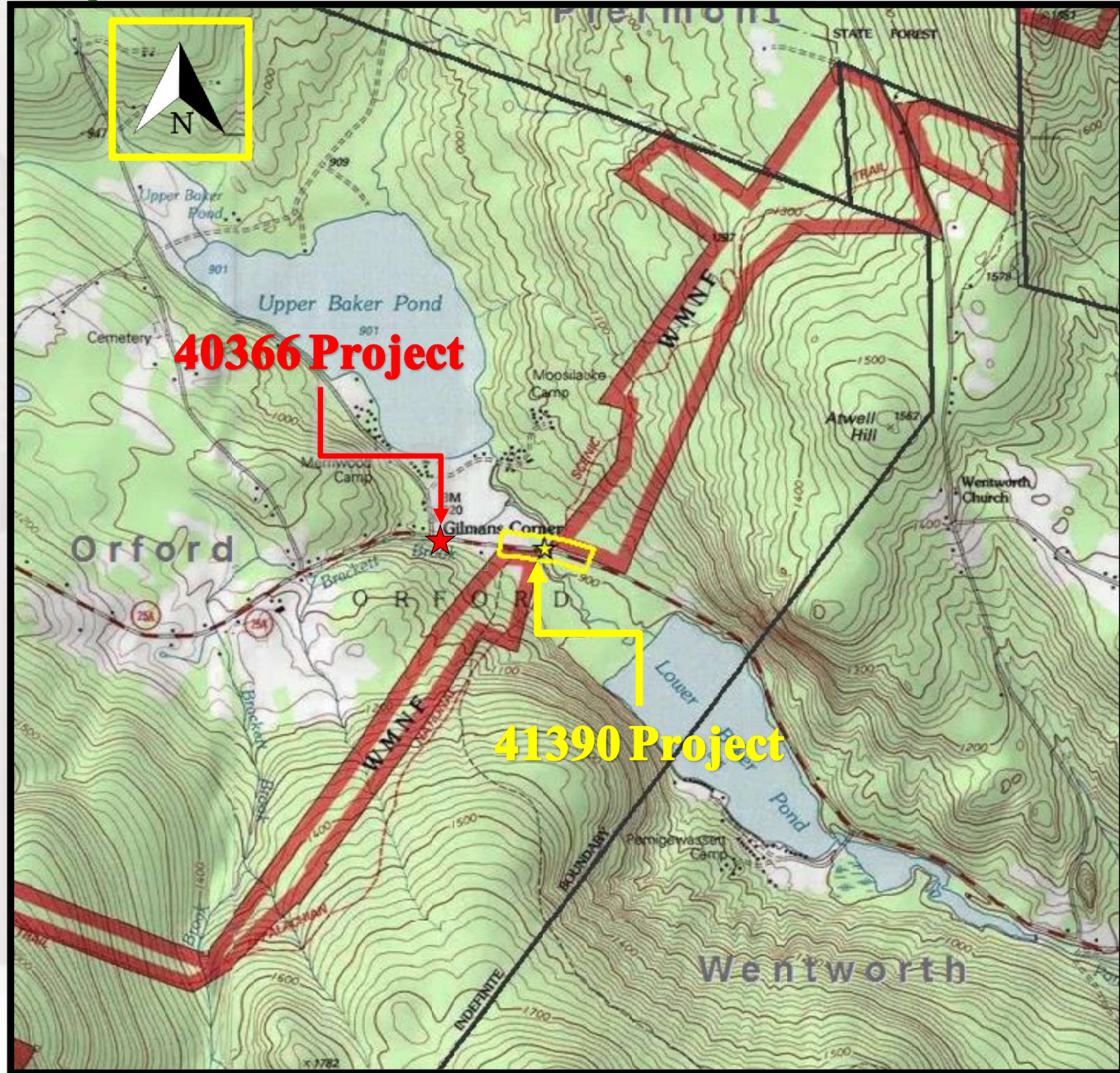
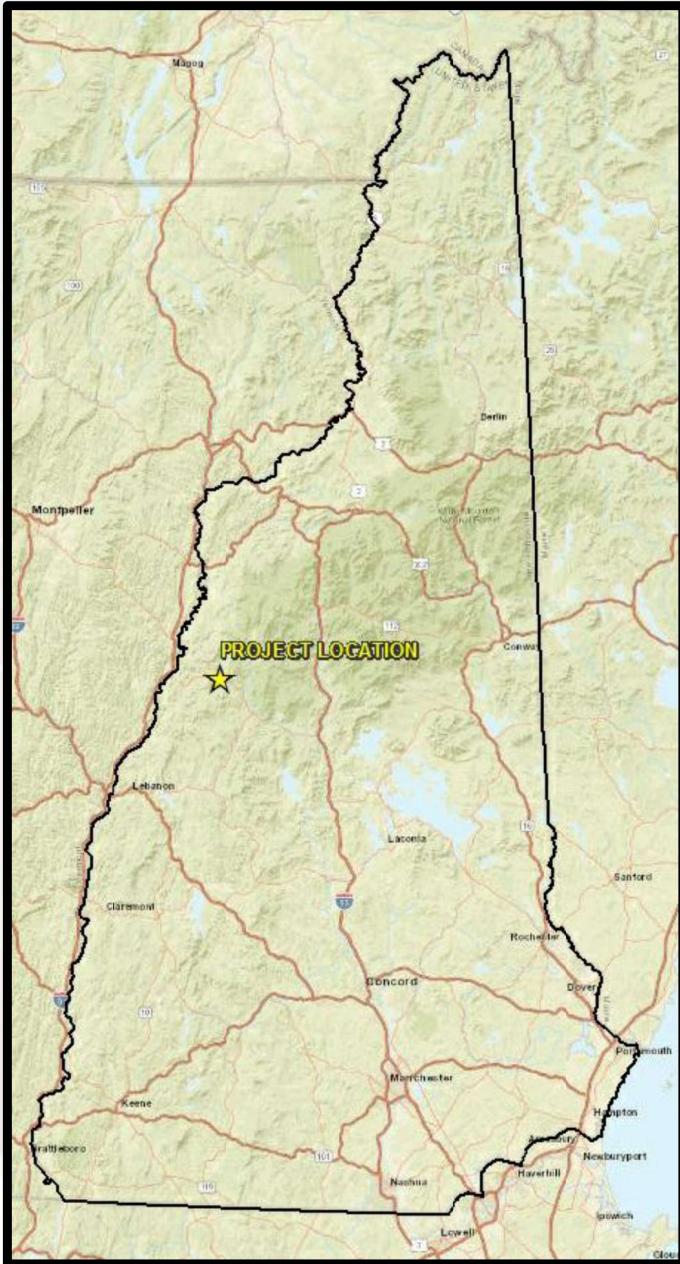
David Scott, DOT In-House Bridge Design Chief

Christine Perron, McFarland Johnson Design Team

# Agenda

- Project Location
- State Project No. 40366 Review
  - NH Route 25A over Brackett Brook bridge replacement
- Introduce State Project No. 41390, NH Route 25A over Baker Pond Brook
  - Projects 40366 and 41390 are anticipated to be constructed concurrently
- Construction Alternatives & Traffic Control
- Natural & Cultural Resources
- Anticipated Schedule

# Project Location Map



# Project Site



# State Project No. 40366 Review

- NH Route 25A over Brackett Brook
- Public Officials Presentation on December 12, 2018
- Public Informational Presentation on April 30, 2019
- Bridge construction alternatives Presented:
  - Accelerated Bridge Construction (ABC)
    - Required a short duration roadway closure (detour = 38 miles)
  - Phased Construction
    - Maintained single lane of traffic during two phases of construction
- The Select Board preferred Phased Construction

State Project No. 41390  
Bridge 219/112 – NH Route 25A over Baker Pond Brook

# Existing Bridge Details

- Constructed in 1929
- Widened in 1980
- 22'-0" span concrete slab bridge
- 32'-0" roadway width
- 11'-0" travel lanes and 5'-0" shoulders
- 804 vehicles per day, 9% trucks (2019)
- Deck, superstructure, and substructure all in poor condition (Condition Rating of 4 out of 9)
- Added to NH State Red List in 2016

# Site Photos



Looking Upstream (North)



Looking Downstream (South)

# Site Photos



Looking West Along NH Route 25A



Looking East Along NH Route 25A

- Overhead utilities on north side of roadway

# Site Photos



Looking Upstream (North)



Looking Downstream (South)

# Bridge Condition



Typical Bridge Slab Underside & Abutment Elevation

# Bridge Condition



Exposed Abutment Footing (Scour)

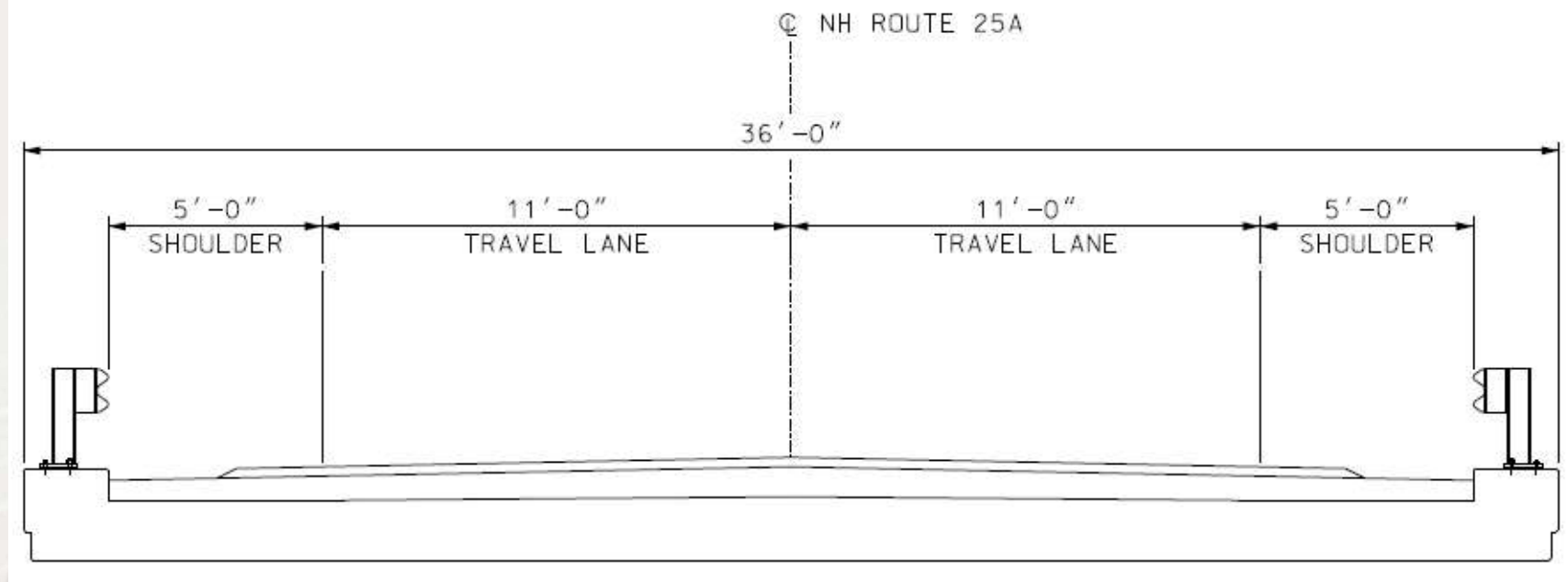
# Project Purpose and Need

- Address poor condition of deck, superstructure, and substructure (remove from NH State Red List)
- Improve bridge hydraulic opening
  - Provide 1'-0" of freeboard for 100-year storm (will not address the larger issue of flooding across NH 25A)
- Improve geomorphic compatibility of the crossing
  - Current structure does not accommodate bankfull width

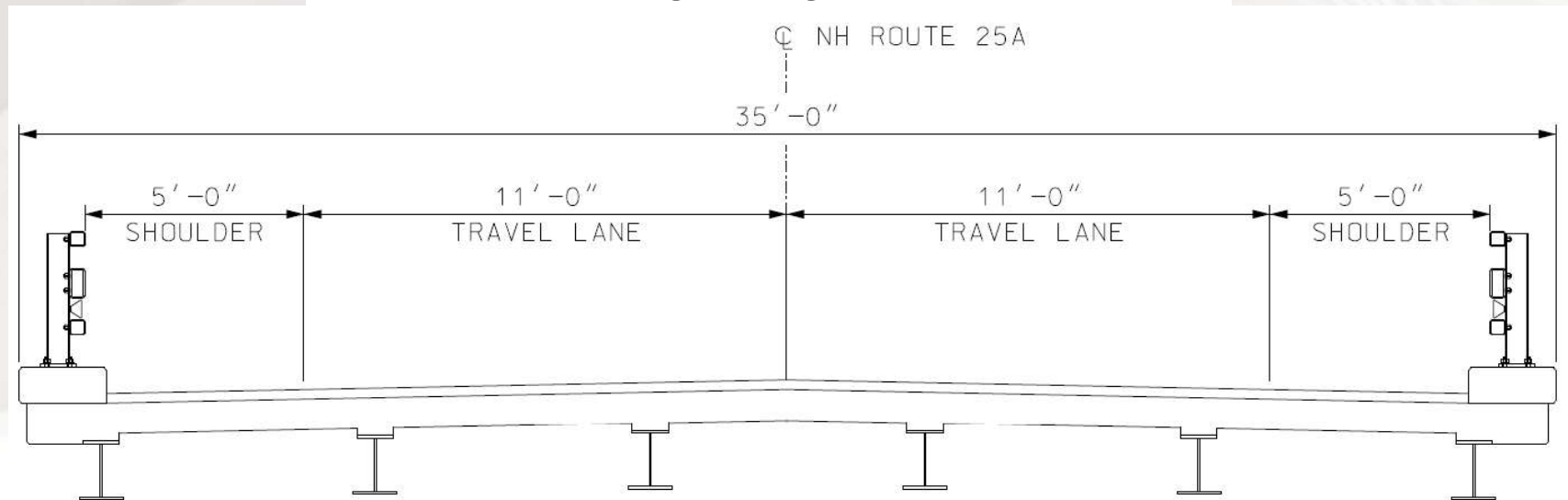
# Bridge Replacement

- Bridge span anticipated to be 40'-0"
  - Span length driven by stream geomorphic compatibility
- Superstructure alternatives include:
  - Precast prestressed concrete slab beams
  - Steel girders with reinforced concrete deck
- 35'-0" out to out bridge width
  - 11'-0" travel lanes and 5'-0" shoulders
  - 3-bar steel bridge rail anticipated
- 4'-0" to 5'-3" Roadway vertical profile increase
  - Provides 1'-0" of freeboard for 100-year storm

# Typical Bridge Section



Existing Bridge Section



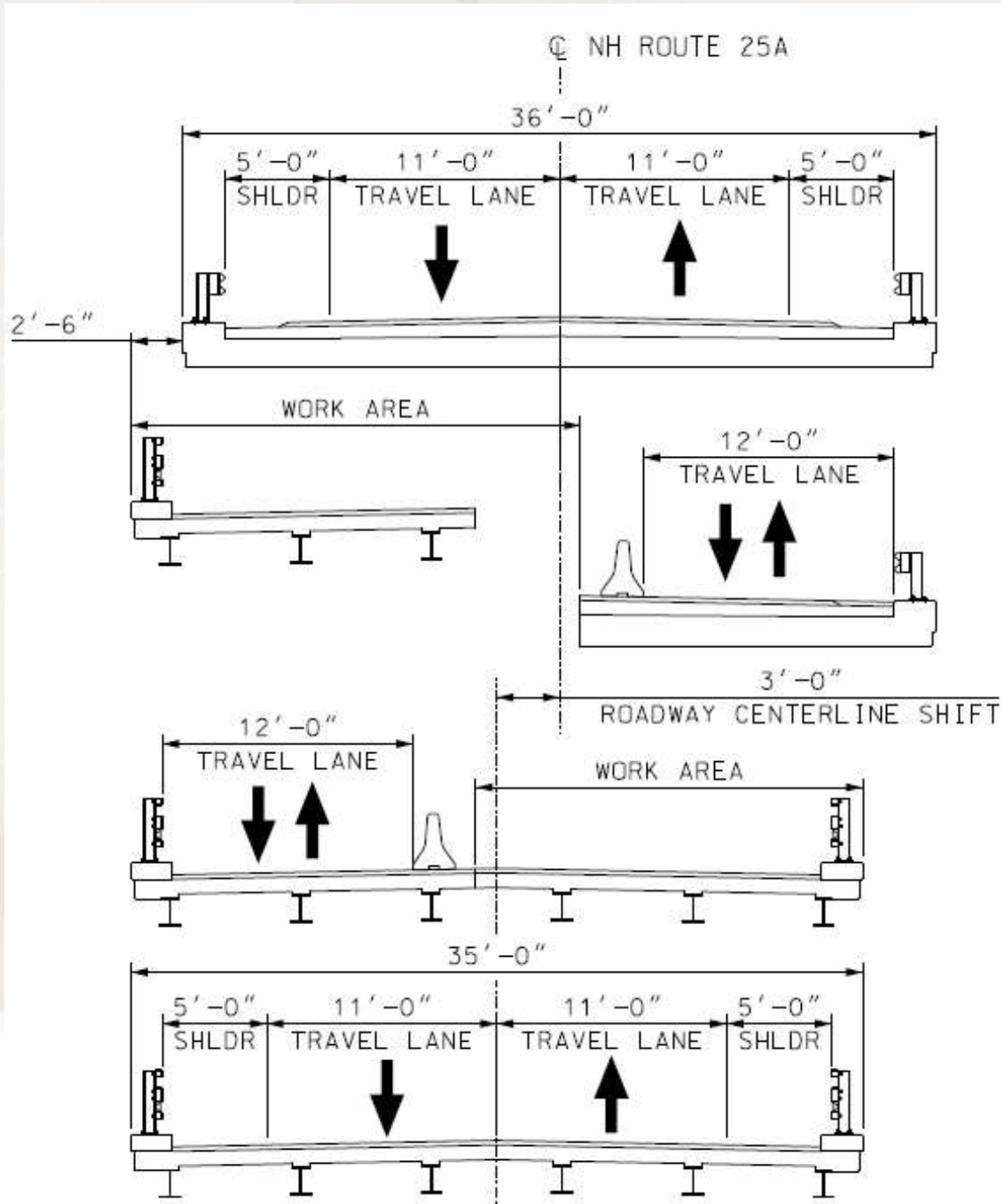
Proposed Bridge Section

## Construction Alternatives / Traffic Control

# Construction Alternatives

- The Brackett Brook and Baker Pond Brook bridge replacement projects are anticipated to be advertised together
- Phased Construction - Proposed
  - Two phases of signalized one-lane, alternating two-way traffic
  - The two bridges will have separate but linked signalization.
  - Traffic impacts anticipated for 9 months to construct both bridges
  - Traffic restored to two lanes by winter
- Accelerated Bridge Construction (ABC) – Investigated
  - Roadway closure requiring a detour  
(State Route detour length = 38 miles)
  - Will not be pursued further based on public input from 40366 project and more recent Selectboard input.

# Phased Construction Sections (Baker Pond Brook)



Roadway centerline shifted to the North (upstream on Baker Pond Brook)

# Phased Construction Plan View



Yellow shaded area = Work Zone

# Appalachian Trail Access

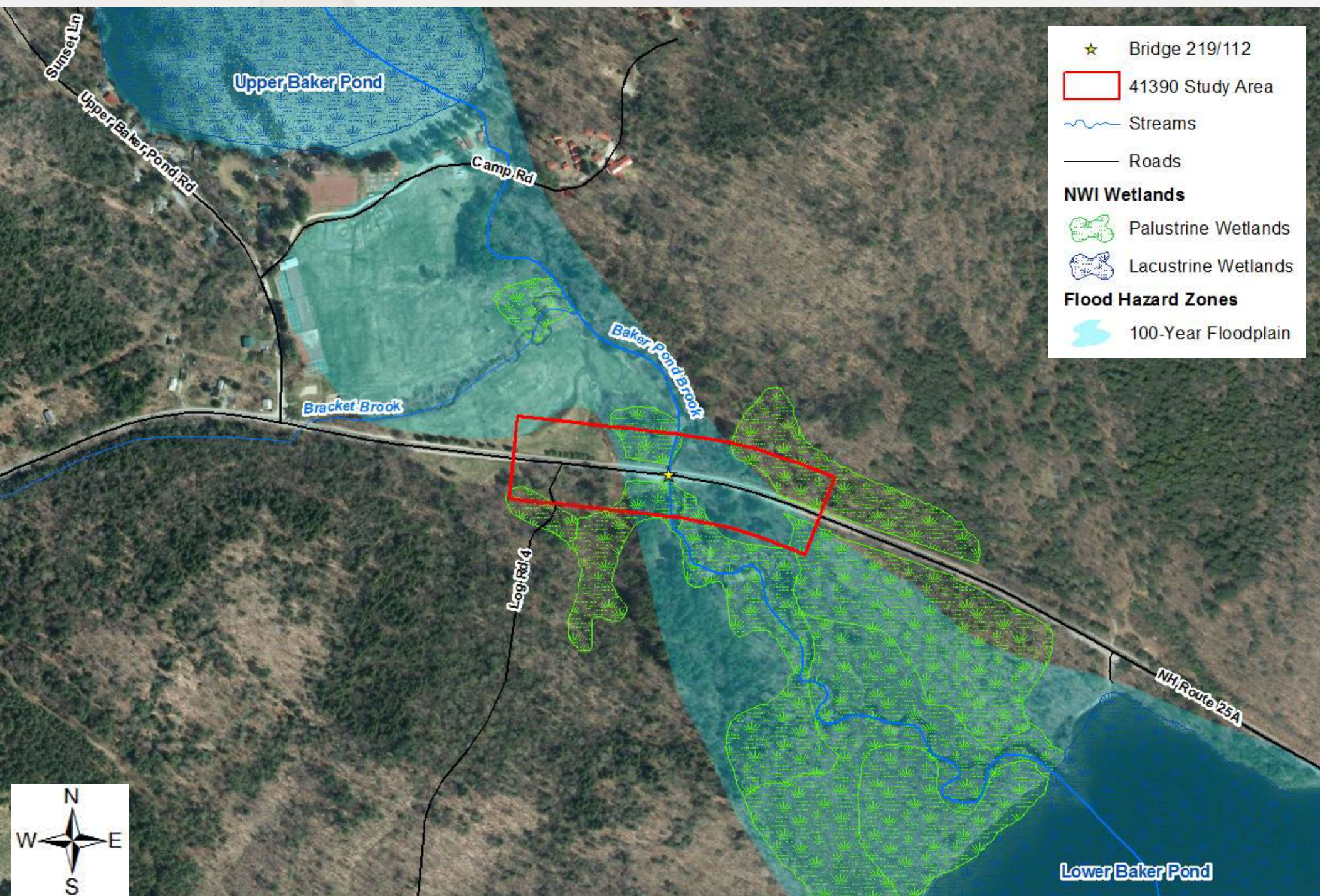
- Bridge No. 219/112 carries the Appalachian Trail over Baker Pond Brook
- Maintaining Trail access alternatives:
  - Pedestrian phase on temporary signals
  - Fording Site in vicinity of bridge
  - Temporary pedestrian bridge
    - Preferred by Selectboard
- Coordination with National Forest Agency on-going

## Natural and Cultural Resources

# Natural and Cultural Resources

- Baker Pond Brook
  - Tier 3 stream crossing
  - Outstanding Resource Water
  - Major impact wetlands permit required
- Historic Resources
  - Bridge structure itself is not eligible for National Register due to its integrity being impacted by past widening
  - Site around bridge will be further investigated for requirements

# Natural Resources



# Cultural Resources

- Information or concerns?
  - Contact the project team or the NHDOT Bureau of Environment
- Want to be more formally involved?
  - Request to participate in historic resource review for this project as a consulting party under Section 106 of the National Historic Preservation Act by contacting Jamie Sikora at FHWA: [Jamie.Sikora@fhwa.dot.gov](mailto:Jamie.Sikora@fhwa.dot.gov)
- Want more info?
  - Google “NHDOT Consulting Party Brochure”  
<https://www.nh.gov/dot/org/projectdevelopment/environment/units/program-management/documents/Bureau16consultingpartyhandout-updatedAug2011.pdf>

# Project Schedule

- Public Officials Meeting – June 23, 2021
- Public Informational Meeting – July 27, 2021
- Present preferred alternatives to Cultural and Natural Resource Agencies to get their input and comments – September 2021
- Complete the NEPA process (National Environmental Policy Act) – January 2022
- Final Design Completion – Fall 2024
- Advertisement – Winter 2025
- Construction Completion – Spring/Summer 2026

# Your Input is Needed

- Emergency response routes
- Mutual aid
- School bus routes
- Historic concerns
- Past flooding concerns
- Mt. Cube or Appalachian Trail access concerns
- Seasonal construction constraints
- Local/Regional events occurring during construction
- Potential abutter concerns
- Other concerns

## Contact Information:

- Project Manager – David Scott, P.E.
- Email – [David.L.Scott@dot.nh.gov](mailto:David.L.Scott@dot.nh.gov)
- Telephone – (603) 271-1613

# Meeting Participant Protocols:

- This is now your opportunity to ask questions and/or provide comments.
- Questions/comments can either be entered into the “Q&A box” or can be addressed through the “raise your hand” option if you prefer to speak.
- When dialing in via phone, pressing \*9 will activate the “raise your hand” feature. State your name prior to asking your question.

# Questions?



Project: Orford  
Project Number: 41390

Br. No. 219/112  
NH 25A over Baker Pond Brook

PI Meeting Notes  
July 28, 2021

B. Saffian noted that the house will not be impacted by the 41390 project and that to his knowledge, it was unlikely to be impacted by 40366.

Camp Owner (Heide) asked about the effects of the raise in grade at the bridge and trucks going over it.

S. White indicated that the increase in grade will be fairly gradual and isn't likely to significantly impact the roadway ride ability.

B. Saffian noted that State Senator, Bob Giuda, had joined the meeting via the Zoom webinar and made the following statement: "Just wanted to let the Board know I attended the zoom meeting, and to keep me apprised of any way I might be of assistance. Good luck with the project!"

There were no additional questions, B. Saffian concluded the meeting.

Taken By: CKN

Reviewed By: WSP and Sam White